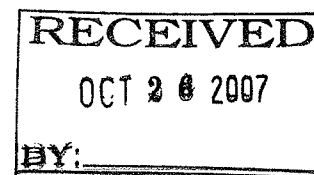




October 25, 2007

Mr. Mehdi Morshed
Executive Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814



Subject: Comments on the Bay Area to Central Valley High-Speed Train Draft Program
Environmental Impact Report/Environmental Impact Statement (DEIR/DEIS)

Dear Mr. Morshed:

This letter is submitted on behalf of the Peninsula Corridor Joint Powers Board (JPB), the San Mateo County Transit District (SamTrans), and the San Mateo County Transportation Authority (TA). The Board of Directors of each of these agencies wishes to reaffirm its support and full cooperation for the proposed California High-Speed Train (HST) system. Specifically, they endorse the San Francisco-San Jose (Caltrain Corridor) and San Jose-Central Valley (Pacheco Pass) alignment for the Bay Area to Central Valley segment of the HST system. Please see the attached JPB Resolution No. 2007-38, Samtrans Resolution No. 2007-46, and TA Resolution 2007-18.

The Pacheco Pass-Caltrain Corridor alignment is endorsed for several reasons, including:

- It would increase connectivity and accessibility to San Francisco, the Peninsula and San Francisco International Airport, the hub international airport for Northern California, fulfilling one of the primary purposes of the project. It would serve the largest Bay Area urban centers more directly through San Jose to the Transbay Terminal in San Francisco. As stated in the DEIR/DEIS (page 7-42): "The HST Network Alternative would provide a safer, more reliable, energy-efficient intercity mode along the San Francisco Peninsula while improving the safety, reliability, and performance of the regional commuter service. The HST Network Alternative would greatly increase the capacity for intercity and commuter travel and reduce existing automobile traffic."
- This alignment would provide the opportunity for HST to share operations in the existing Caltrain corridor, thus reducing the need for additional right of way and minimizing potential environmental impacts.

L026-1

Since 1996, the JPB has endorsed HST in concept and adopted multiple resolutions expressing such support. A Memorandum of Understanding (attached) setting forth a framework for future cooperation between the California High Speed Rail Authority (CHSRA) and the JPB was executed in early 2004. Should the Pacheco Pass-Caltrain Corridor alignment be selected as a preferred HST alignment, the MOU will facilitate the preparation of a Shared Corridor Plan.

The Shared Corridor Plan will ensure that the HST system would be compatible with implementation of the Caltrain Electrification Program scheduled for completion in 2014.

The shared corridor concept would provide direct benefit to Caltrain, its riders and to the residents and taxpayers of the three counties represented by the JPB. As planning goes forward for the Caltrain 2025 Project, coordinated efforts between the two systems could expedite proposed changes to Caltrain that would result in its reinvention as a rapid rail system.

- The Pacheco Pass-Caltrain Corridor alignment would not require a new crossing of San Francisco Bay with its potential environmental impacts to the Bay and the Don Edwards Wildlife Refuge and additional cost of a new bridge. It can provide interfaces between the HST system and major commercial airports, mass transit, and relieve capacity constraints of the existing transportation systems in a manner sensitive to and protective of the Bay Area's unique natural resources.
- The HST could enhance transit-oriented development (TOD) at select HST station locations along this alignment. We applaud the CHSRA's adopted policies to ensure that implementation of the HST would maximize the potential for station area development and recognition that local governments would play a significant role in such development. We further encourage the CHSRA to work closely with local agencies early in the process.

With respect to the Dumbarton Rail Corridor Project, the JPB has the following comments:

- The statement on page 2-18 that the Dumbarton Rail Project conflicts with HST and Caltrain requires clarification. Although current Federal Railroad Administration (FRA) requirements would preclude mixed operations of Caltrain EMU and Dumbarton FRA-compliant rolling stock, Caltrain is currently seeking an FRA waiver to permit mixed operation to accommodate both Dumbarton and Gilroy trains.

L026-1
Cont.

L026-2

- The degree to which a conflict exists between Dumbarton Rail and HST can only be determined by additional definition of the HST project. The Dumbarton Rail Bridge, rehabilitated as proposed by the Dumbarton Project, does not appear usable by HST. The extent to which HST would encroach into rail rights of way to be utilized by Dumbarton Rail in Alameda and San Mateo counties will require further definition of the HST project in those areas.

L026-2
Cont.

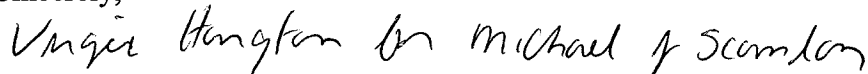
In summary, the Peninsula Corridor Joint Powers Board, the San Mateo County Transit District, and the San Mateo County Transportation Authority urge the CHSR Authority to select the Pacheco Pass-Caltrain Corridor alignment for the Bay Area to Central Valley segment of the HST system. We look forward to working with you on the project specific EIR/EIS for this very important and worthwhile project.

L026-3

Thank you for the opportunity to comment on the Program DEIR/DEIS. If you need additional information, please don't hesitate to contact me at (650) 508-6221 or Ian McAvoy at (650) 508-6346.

L026-4

Sincerely,



Michael J. Scanlon
Executive Director, JPB, TA
General Manager/CEO, Samtrans

Attachments: JPB Resolution No. 2007-38
Memorandum of Understanding between CHSRA and JPB
TA Resolution No. 2007-18
Samtrans Resolution No. 2007-46

RESOLUTION NO. 2007-38

**BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA**

* * *

SUPPORT OF HIGH SPEED RAIL

WHEREAS, A decision is imminent concerning the final alignment of High Speed Rail from the Central Valley to the Bay Area; and

WHEREAS, the High Speed Rail project and the Pacheco Pass alignment present opportunities for growth and enhancement of Caltrain rail service in an expedited manner if the Peninsula rail corridor is an integral part of the High Speed Rail system; and

WHEREAS, the Pacheco Pass option will more effectively link California's major airports in San Francisco, San Jose and Los Angeles, fulfilling one of the primary purposes of the project; and

WHEREAS, High Speed Rail, utilizing the Pacheco Pass alignment, would provide direct benefit to Caltrain, to the service's customers and to the residents and taxpayers of the three counties represented by the Peninsula Corridor Joint Powers Board ("JPB") and the strongest support possible for the project is warranted; and

WHEREAS, since 1996, the JPB has endorsed High Speed Rail in concept and adopted multiple resolutions expressing such support, most recently, on December 8, 2005, when the JPB unanimously adopted a resolution endorsing High Speed Rail and specifically the Pacheco Pass alignment so long as the service is "fully consistent with the goals and operational requirements associated with Caltrain;" and

WHEREAS, it is critical at this time that public and political support for High Speed Rail be promulgated, and that such support lead to the placement on the November 2008 ballot of the bond measure that would finance the High Speed Rail project.

THEREFORE, BE IT RESOLVED that the JPB expresses its strong support for the Pacheco Pass alignment for High Speed Rail; and

BE IT FURTHER RESOLVED that the JPB strongly urges the Legislature and the Governor to fully fund the California High Speed Rail Authority so that it can continue the essential planning work for this critical project that will have significant benefits to the residents of California; and

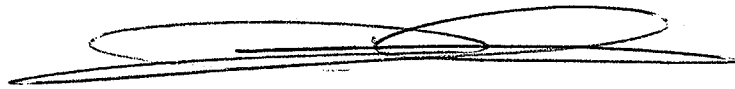
BE IT FURTHER RESOLVED that the Peninsula Corridor Joint Powers Board urges the Legislature and the Governor to place on the November 2008 ballot a bond measure to fund development and construction of the High Speed Rail project.

Regularly passed and adopted this 6th day of September 2007 by the following vote:

AYES: GAGE, HARTNETT, HILL, LLOYD, MAXWELL,
WILLIAMS, CISNEROS.

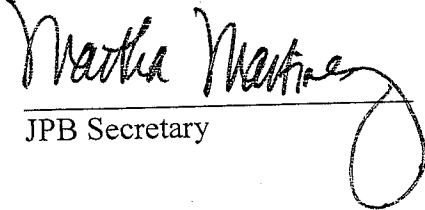
NOES: NONE

ABSENT: FORD, YEAGER



Chair, Peninsula Corridor Joint Powers

ATTEST:



JPB Secretary

MEMORANDUM OF UNDERSTANDING

Between

the California High Speed Rail Authority (CHSRA) and

the Peninsula Corridor Joint Powers Board (PCJPB)

A. Purpose

The parties desire to set forth a framework for future cooperation between the CHSRA and the PCJPB after the CHSRA and the Federal Railroad Administration have completed the Final Program EIR/EIS for a proposed high speed train system for California.

B. Shared Corridor Concept

Based upon planning studies conducted by the CHSRA and the PCJPB, the CHSRA identified the shared corridor concept as an alternative for evaluation in the Program EIR/EIS. Following the completion of the Final Program EIR/EIS, if a decision is made to pursue the shared corridor concept, additional analysis will be needed in order to evaluate the full potential for such shared use in the Corridor. The initial tasks and objectives of the parties under this MOU will be to prepare a description of potential corridor modifications and to prepare a proposed draft complementary operating strategy, or strategies, which may be needed or useful in order to facilitate or to enhance the potential for shared use of the corridor. This MOU sets forth the process for performing these initial tasks.

C. Equipment and Facilities Compatibility

1. The PCJPB shall make available to the CHSRA and its consultants detailed information describing the standards and requirements currently applicable to the PCJPB's Caltrain system, including equipment specifications, train signaling, engineering criteria and traffic control, plus other technical characteristics which determine the requirements for Caltrain equipment and facilities.
2. The CHSRA shall make available to the PCJPB a detailed description of the performance standards, the engineering parameters, the equipment need and the system operational assumptions used in the preparation of the Final Program EIR/EIS for a proposed high speed train system for California and any additional requirements resulting from decisions made following the certification of the Final Program EIR/EIS. This information will include vehicle type, size and performance characteristics and such other details necessary to evaluate further

the potential compatibility of proposed high speed train operations with Caltrain operations in the Corridor (i.e., shared use).

3. Staff of the PCJPB and staff of the CHSRA shall each prepare a draft assessment of the equipment and facilities compatibility potential for the possible joint use of the Corridor. After staff of each agency has independently made a draft assessment, staff representatives from each agency will meet to discuss their respective draft assessments, and to commence preparation of a draft joint assessment of compatibility.
4. After the preparation of the draft assessments by staff of each party, the parties will work together to identify and evaluate potential strategies and potential modifications which could be used or pursued in order to address limitations or constraints on the potential for shared use of the Corridor, including issues that may involve a third party, such as a freight railroad or a governmental agency.

D. Service Level Compatibility

1. The PCJPB is preparing a Strategic Plan for Caltrain to identify desired improvements to Caltrain. The PCJPB plans to include in its Strategic Plan an option which would incorporate a proposed High Speed Rail service in the Corridor.
2. The CHSRA will provide to the PCJPB detailed information describing the proposed HSR service in the PCJPB corridor, anticipated operating speeds and potential location of conceptual HSR stations, from the evaluation of potential shared use of the Corridor as an alternative in the Program EIR/EIS.
3. The PCJPB will review the proposed level of HSR service evaluated as an alternative in the Program EIR/EIS for the PCJPB's corridor in order to identify anticipated services coordination issues which may be related to pursuing such an alternative. For those locations which could potentially accommodate HSR service, the PCJPB will identify the potential facility improvements and modifications which may be necessary for or could facilitate such service, and will provide a description of these potential facility changes to the CHSRA for review and comment.

E. Shared Corridor Requirements

1. Based upon the joint assessment of compatibility and the identification of potential modifications to enhance shared use opportunities, as described in the preceding two sections, the PCJPB in cooperation with the CHSRA will prepare a proposed Shared Corridor Plan which contains a draft complementary operating strategy or strategies.

2. A preliminary cost estimate for identified possible Corridor modifications will be prepared by the PCJPB and submitted to the CHSRA for review and comments.
3. The proposed Shared Corridor Plan will be submitted to the PCJPB and CHSRA for review and comment. The parties anticipate that the necessary approvals for, and the future use of, a Shared Corridor Plan will be addressed in a future MOU or in future amendments to this MOU.

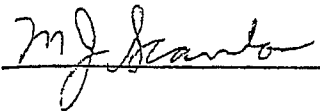
F. Shared Corridor Agreement

1. The parties agree that any future implementation of the Shared Corridor Concept, if decisions were to be made after the completion of the Final Program EIR/EIS to go forward with the development of a proposed high speed train system and to pursue the Shared Corridor alternative, would require the preparation of a comprehensive agreement, or agreements, setting forth the roles and responsibilities of each party, and addressing construction and operation issues.
2. The potential topics to be covered in a possible future comprehensive agreement, however, may constitute an additional aspect of evaluating compatibility. The parties, therefore, agree to develop a draft outline of a possible future comprehensive agreement as an aid to their broad assessment of compatibility.

G. Amendments


This Memorandum of Understanding (MOU) may be updated, expanded, or otherwise altered, by written amendments approved and executed by both parties.

Peninsula Corridor Joint Powers Board:



1/9/04
Date

California High Speed Rail Authority:



Mehdi Morshed, Executive Director

10/23/03
Date

RESOLUTION NO. 2007- 46

**BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT
STATE OF CALIFORNIA**

*** * ***

SUPPORT OF HIGH SPEED RAIL

WHEREAS, A decision is imminent concerning the final alignment of High Speed Rail from the Central Valley to the Bay Area; and

WHEREAS, the High Speed Rail project and the Pacheco Pass alignment present opportunities for growth and enhancement of Caltrain rail service in an expedited manner if the Peninsula rail corridor is an integral part of the High Speed Rail system; and

WHEREAS, such opportunities for growth and enhancement of the Caltrain service are of direct benefit to the citizens and taxpayers of San Mateo County and the express goals of the San Mateo County Transit District ("SamTrans"); and

WHEREAS, the Pacheco Pass option will more effectively link California's major airports in San Francisco, San Jose and Los Angeles, fulfilling one of the primary purposes of the project; and

WHEREAS, it is critical at this time that public and political support for High Speed Rail be promulgated, and that such support lead to the placement on the November 2008 ballot of the bond measure that would finance the High Speed Rail project.

THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District expresses its strong support for the Pacheco Pass alignment for High Speed Rail; and

BE IT FURTHER RESOLVED that SamTrans strongly urges the Legislature and the Governor to fully fund the California High Speed Rail Authority so that it can

continue the essential planning work for this critical project that will have significant benefits to the residents of California; and

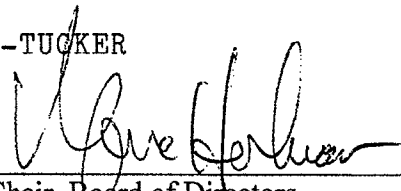
BE IT FURTHER RESOLVED that SamTrans urges the Legislature and the Governor to place on the November 2008 ballot a bond measure to fund development and construction of the High Speed Rail project.

Regularly passed and adopted this 12th day of September 2007 by the following vote:

AYES: GUILBAULT, HARTNETT, HILL, LLOYD, MATSUMOTO, TISSIER,
HERSHMAN

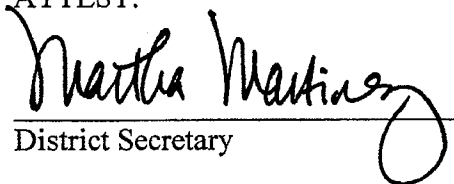
NOES: NONE

ABSENT: HARRIS, KERSTEEN-TUCKER



Chair, Board of Directors

ATTEST:



District Secretary

RESOLUTION NO. 2007- 18

**BOARD OF DIRECTORS
SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

* * *

SUPPORT OF HIGH SPEED RAIL

WHEREAS, A decision is imminent concerning the final alignment of High Speed Rail from the Central Valley to the Bay Area; and

WHEREAS, the High Speed Rail project and the Pacheco Pass alignment present opportunities for growth and enhancement of Caltrain rail service in an expedited manner if the Peninsula rail corridor is an integral part of the High Speed Rail system; and

WHEREAS, such opportunities for growth and enhancement of the Caltrain service are of direct benefit to the citizens and taxpayers of San Mateo County and the express goals of the San Mateo County Transportation Authority; and

WHEREAS, the Pacheco Pass option will more effectively link California's major airports in San Francisco, San Jose and Los Angeles, fulfilling one of the primary purposes of the project; and

WHEREAS, it is critical at this time that public and political support for High Speed Rail be promulgated, and that such support lead to the placement on the November 2008 ballot of the bond measure that would finance the High Speed Rail project.

THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority ("Authority") expresses its strong support for the Pacheco Pass alignment for High Speed Rail; and

BE IT FURTHER RESOLVED that the Authority strongly urges the Legislature and the Governor to fully fund the California High Speed Rail Authority so

that it can continue the essential planning work for this critical project that will have significant benefits to the residents of California; and

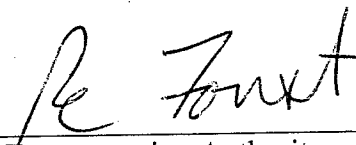
BE IT FURTHER RESOLVED that the Authority urges the Legislature and the Governor to place on the November 2008 ballot a bond measure to fund development and construction of the High Speed Rail project.

Regularly passed and adopted this 6th day of September 2007 by the following vote:

AYES: CHURCH, FERNEKES, GORDON, HERSHMAN, LEE, O'MAHONY,
FOUST

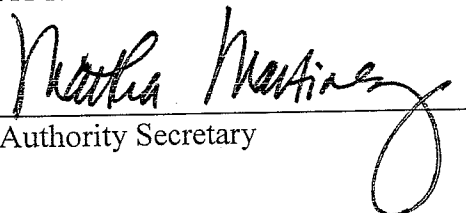
NOES: NONE

ABSENT: NONE



Chair, Transportation Authority

ATTEST:



Authority Secretary